

CLASSIFICATION SECRETCOUNTRY East Germany REPORTTOPIC Grossenhain AirfieldEVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT

DATE OBTAINED DATE PREPARED 1 August 1955

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

25X1

1. Between 18 May and June 23, 1955, no air activity was observed at Grossenhain airfield nor were any aircraft parked on the landing field.<sup>1</sup>
2. On 24 May, all radio and radar installations except for the Tokon-type set were dismantled. No auxiliary set was seen near the Tokon.<sup>2</sup>
3. The following observations were made in regard to the AA unit:  
24 May. 8 to 10 soldiers conducted aiming practices with the AA guns in the AA gun emplacement.  
25 May. Twelve soldiers wearing red-bordered black epauletts were playing in a ball game on the grass in front of the kommandantur building under the supervision of an officer.  
3 and 10 June. Aiming was practiced with 2 guns.  
16 June. About 1900, 6 trucks towing AA guns left the field and proceeded to Wutha-Meinheim.  
23 June. No change was observed in the AA gun emplacement where the AA guns were covered with tarpaulins.<sup>3</sup>
4. The following observations were made at the airfield between 18 May and 23 June 1955:  
18 to 24 May. Construction material arrived at the field.  
Early June. Although the air units had left, comparatively many soldiers wearing black-bordered blue epauletts were still stationed at the field. Preparatory work for large-scale construction continued. A timber storage shed about 40 meters long and 8 meters high, with a ramp, was completed on the inner side of the northern curve of the spur track. Work was also completed on a small brick building and 3 barracks south of the end of the track. Another brick building and a wooden barrack were observed in the middle of the landing field west of the N-S runway. Adjacent to the large storage shed a palisade was established along the railroad line to the south, directly next to the rail. Construction material, such as crushed stones, sand, boards, and planks were stored behind this palisade. At least 1 train with about 20 carloads of construction material arrived daily. Two conveyor belts, 2 concrete mixing machines, 2 or 3 narrow-gauge field locomotives, field rails, and dumpcars were parked behind the storage site. Lines were being laid on wooden mats on both sides of the N-W runway. The mats presumably were light poles to facilitate the illumination of the construction site.

25X1

SECRET

25X1

- 2 -

light poles to facilitate the illumination of the construction site after nightfall. Work with pneumatic chisel hammers was started on the concrete cover of the E-W runway beginning at the runway intersection. According to plates posted at the entrance to the construction site at Elsterwerda Strasse, work was done by the Bauunion Dresden.

Mid-June. Twice every day, 15 to 20 carloads with construction material arrived at the airfield.

15 June. One crane, 2 conveyor belts, and 4 concrete-mixing machines were observed at the field. A total of 70 to 75 convicts from Waldheim, Beutzen, and Grossenhain and as many civilian workers including women were employed at the field. The convicts arrived at the field under police escort. The road in the area of the field was torn open.

17 June. Two large dredgers and several conveyor belts were seen south of the eastern end of the runway. The dredgers were apparently employed for deep excavation work at a site where considerable quantities of earth were raised. Convicts were employed at this site. Twenty convicts were seen being led by a sentry to the construction site.

18 June. At 1000, with about 20 cars loaded with construction material such as lime, stone, gravel, sand, and cement, 1 car with briquettes and 3 boxcars arrived at the field.

19 June. Large quantities of construction material were stored just next to the spur track. Four concrete mixers and 2 large cranes were observed behind the storage site. Four construction sheds were being built. Sixty wooden masts were placed on both sides of the runway and 4 wires were laid along the northern side. Work was under way on the entire landing field.

20 June. At 1030, a train of about 16 cars loaded with construction material arrived at the site.

22 June. At 1000, a train of 16 cars loaded with construction material was seen arriving.

23 June. The dredgers were in operation. A sentry sitting on a mound of debris guarded the convicts employed there. At 1820, a small locomotive with 10 dumpcars was seen moving on a narrow-gauge field track in the material dump. Most of the runway cover was torn open along the northern side. The lumps of concrete and debris were stored along both sides of the runway. A locomotive shunted empty cars on the spur track.<sup>4</sup>

5. Between 18 May and 23 June, no military personnel were observed at the field except for an AA unit. Air-force officers who arrived by rail from the direction of Leipzig, were repeatedly seen in the town of Grossenhain, in particular on the weekends. It was assumed that the officers belonged to the transferred units and visited their dependents in Grossenhain.<sup>5</sup>

1. Comment. The transfer of ~~a palisade was established along the~~ Grossenhain to 25X1 Brandis was reported previously.

ILLEGIB

SECRET

25X1

SECRET

25X1

- 3 -

2.  Comment. The dismantling of all radio and radar installations was reported previously. 25X1
3.  Comment. The AA gun emplacement on the southern edge of the landing field is still occupied and an AA unit is stationed at the field. 25X1
4.  Comment. Construction work on the runway was mentioned previously. It has not been determined if the concrete cover of the main runway is to be renewed or reinforced. An extension of the main runway which is located between the highway and the railroad line would require vast expenses and large-scale work. 25X1

SECRET

25X1